

Speakers

Al Blain – Al is a partner in Billings Flying Service, has over 18,000 hours of airline, multiengine, single engine and helicopter time. He has flown his entire life and has assisted in several helicopter rescue missions for the hurricanes and Tsunami disaster.

Col. Frank Borman - After learning to fly at the age of 15, Frank Borman attended the U.S. Military Academy and earned his Air Force wings in 1951. As a career Air Force officer his assignments included service as a fighter pilot, operational pilot and instructor, experimental test pilot and assistant professor at West Point. Selected by NASA for astronaut training in 1962, Borman's first flight into space was as commander of the Gemini 7 mission of 1965 that included the first rendezvous of two spacecraft in orbit. Borman and Jim Lovell linked their craft with the Gemini 6 craft manned by Wally Schirra and Tom Stafford. Upon achieving close rendezvous, they took turns flying around each other taking still pictures and movies. On the same mission, Borman and Lovell became the first men to spend 14 continuous days in space. Borman was the only astronaut on the Review Board which investigated the Apollo 1 fire of 1967 that killed Virgil I. "Gus" Grissom, Ed White, and Roger B. Chaffee. His testimony before a Senate committee helped convince Congress that Apollo would be safe to fly again. Later, as the Apollo program resident manager, he directed the re-engineering of the Apollo spacecraft. Borman's second spaceflight was as commander of the Apollo 8 mission, the first manned voyage to a celestial body. He flew with Jim Lovell again, and also with Bill Anders. After launching on December 21, 1968, the crew took three days to travel to the moon. They orbited the moon ten times over the course of 20 hours, during which the crew made a Christmas Eve television broadcast in which they read the first 10 verses from the Book of Genesis. At the time, this was the most watched TV program in history. Apollo 8's success paved the way for Apollo 11, the first manned moon landing in July 1969. During Apollo 11 Frank Borman served as a liaison to President Nixon, and later became a special presidential ambassador on a worldwide tour to encourage the release of American POWs held in North Vietnam. Borman's retirement from the Air Force in 1970 did not end his aviation career. He joined Eastern Airlines and by 1976 had risen to chairman, president and chief executive officer, posts he held until retirement in 1986. Since then, much of Col. Borman's time has spent restoring and flying vintage and warbird aircraft. He has completed over 17 restorations, including several P-51 Mustangs, a Bell P-63 Kingcobra and a Waco SRE, several of which have appeared and won awards at EAA AirVenture Oshkosh. He has also participated in the U.S. Air Force Heritage Flight, in which old and new military airplanes are demonstrated together at air shows. Frank Borman's many awards include the Congressional Space Medal of Honor, the Harmon Trophy, the Collier Trophy, and the National Geographic Society's Hubbard Medal. In addition to many honorary degrees, he has been inducted into the International Aerospace Hall of Fame, the U.S. Astronaut Hall of Fame and the National Aviation Hall of Fame.

Jerry Cain – Jerry has had a private pilot license since 1993, airplane single engine land, 1300 hours, owns and fly's a Cessna 182 and Aviat Husky A-1A. He is a retired Department of Defense Federal Executive, founding director Recreational Aviation Foundation and an Angel Flight West Command Pilot.

Craig Canfield - Craig is a professional engineer with over 25 years of experience with planning, design and construction projects at general aviation airports. His experience is quite broad, having completed planning environmental, land acquisition and construction management. Craig has assisted many airport boards, county commissions and municipalities in helping to promote their airports as a valuable asset to the community.

Dr. Jerry Cockrell – Dr. Cockrell is a psychologist, aviator, humorist and in-demand speaker. His 'down-home' style and hilarious anecdotes have charmed, educated and entertained audiences around the world. This popular aviation personality has an almost magical way of getting important information across to diverse audiences while captivating them with very real and very funny material. Dr. Cockrell, a former Boeing 737 Captain, has over 13,000 flying hours that include flying a Boeing 747-400 on international routes for an FAR 121 carrier. He holds a Ph.D. in Psychology and Education. Beginning his work in 1977, he was one of the earliest developers of Crew Resource Management programs. Since that time he has conducted more than 200 Crew Resource Management and Check Airman Seminars for such air carriers as: United Parcel Service, Alaska Airlines, Air B.C., Air Ontario, Frontier Airlines, Overseas National Airlines, Mark Air, Reeves Aleutian Airways and Henson Airlines. Present day *Teamwork* programs originated with the development of airline *Crew Resource Management* training. Working on the forefront, Dr. Cockrell has been leading the way with his unique CRM and teamwork programs, inspiring others to follow. Jerry has worked with several corporate and government aviation groups including Mobil Oil, Arco, all branches of the military, the US Coast Guard and the FBI. Jerry has the honor of being one of the first speakers to make aviation safety presentations in all 50 states, as well as in England, Germany, Saudi Arabia, Nigeria, Mexico and Canada. Working as Director of Safety and Training for Mark Air, he worked with their employees, including mechanics, pilots and flight attendants. His Maintenance Management Seminars are the first to lead the way before government NPRM for CRM and he is a respected aviation Human Factors authority.

Randle S. Corfman, Ph.D., M.D. – Dr. Corfman is familiar to many pilots in Montana. He incorporates his love of aviation with his medical practice, flying to many locations in the Upper Midwest, providing medical care MT, AK, ND, SD, WI, MI and MN, where his practice is based. He serves as an Aviation Medical Examiner in addition to his primary practice in reproductive endocrinology and gynecology, where he concentrates on helping couples who are having difficulty conceiving. He has a special interest in survival and wilderness medicine. Dr. Corfman has a medical degree from the University of Kansas School of Medicine, a doctorate degree in biochemistry from Kansas State University and a bachelor's degree from Kansas Wesleyan University. He also was a distinguished fellow in reproductive medicine at Yale University.

James K. Coyne - Born in Farmville, Virginia, and raised in suburban Philadelphia, James K. Coyne holds a B.S. degree from Yale and an M.B.A. from Harvard. During the 1970s he was a faculty member at the Wharton School (University of Pa.) and the CEO of a family business in Philadelphia (Coyne Chemical Company). He defeated an entrenched incumbent Congress in 1980, and was then chosen to serve in the White House as a Special Assistant to President Ronald Reagan and Director of the Office of Private Sector Initiatives. The National Air Transportation Association, representing nearly 2000 large and small aviation businesses, selected James K. Coyne as its president in April 1994. Prior to joining NATA, Mr. Coyne has had a distinguished career as a Representative in the U.S. Congress, a member of the White House senior staff, successful businessman, teacher, author and association executive. For the past 35 years, he has been an active pilot with instrument and multi-engine ratings. Since leaving the White House in 1985, he has been an author, consultant, and association executive. He has been the president of the American Consulting Engineers Council, founder and president of the American Tort Reform Association, founder and president of Americans to Limit Congressional Terms, and the author of two books on Congressional reform. He has also been a director of numerous private and public corporations, including the Association of Former Members of Congress. His love for and commitment to aviation has been an important facet of his professional and private life. Two business airplanes helped him to expand his business significantly in the 1970s. He also regularly flew from Washington to Pennsylvania during his term in Congress. As NATA president, Mr. Coyne has visited over 800 FBOs and aviation service businesses across the country. He also regularly presents the viewpoint of our industry before Congressional committees, the FAA, and other federal agencies. Coyne lives in McLean, Virginia, with his wife, Holly, an instrument-rated pilot. He has three children, Sandy (also a pilot), Kate, and Michael, and four grandchildren.

Troy S. Decker – Troy has been employed for 24 years with the FAA as an air traffic controller. He's controlled Montana Airspace during this entire period. Prior to the FAA, he served for 5 years in the U S Navy as an Operations Specialist, working with operations and intelligence. Troy is a former Butte High Bulldog, he lived in Butte for about 6 years while growing up in the 70's. Troy currently live in the Salt Lake Valley with his 3 teenagers. They enjoy traveling in his 1977 C180. They attend various fly-ins around the region, one of their favorite destinations is the Three Forks Fly-in.

Kristi Dunks – Kristi is an Air Safety Investigator for the National Transportation Safety Board (NTSB) Western Pacific Region. Kristi is a dual rated commercial pilot for helicopters and airplanes and a certified flight instructor. She also holds a mechanic certificate for airframe and powerplant. This past year, Kristi relocated to her hometown of Butte, Montana, and is happy to be back flying in her favorite sky. In her free time, Kristi serves as the Newsletter Editor for the Montana Pilots' Association and is planning to build a Flying Flea.

Kaye Ebel – Kaye earned a bachelor of Arts degree in Education from the University of Montana, 1984 and a Masters Degree in Education with an emphasis on computer technology from Lesley College, Cambridge, Massachusetts, 1995 and is currently working towards an Aviation Science Degree. She teaches 5th grade at Target Range School in Missoula, Montana. Kaye has been involved in aerospace and aviation education since she visited Kennedy Space Center and attended Space Camp in 1993. In the sixteen years since that visit, she have developed an interest in flying and pursued a private pilot's license and ground instructors rating, Science of Flight Instructor Trainer for EAA, became a Major in the Civil Air Patrol, Mission Observer, Commander of the Missoula Civil Air Patrol Composite Squadron, Director of Aerospace Education for the CAP Montana Wing and Aerospace Education Coordinator for the YMCA Mission to Mars Space Camp. Kaye has given numerous presentations on aviation and aerospace to educators and students throughout the state. She earned the Frank Brewer Award for Aerospace Education. She was honored chosen by the Montana Space Grant Consortium to attend LiftOff '06, Return to the Moon Seminar, Johnson Space Center, Houston, Texas. In 2003 she was awarded the A. Scott Crossfield Teacher of the Year Award and Inducted into Crown Circle for Aerospace Education Leadership in Cincinnati, Ohio. She was selected as Aviation Educator of the Year by the Montana Aeronautics Division in 2001 and chosen to represent the University of Montana at Texas A & M and attend a NASA Mission Geography Course and Advanced Space Camp. While at space camp she became a certified Underwater Astronaut Trainer diver. 1999 Kaye was the recipient of three flight scholarships; Blue Goose Flight Scholarship, GAMA Excellence in Aviation Education and International Northwest Aviation Council's Flight Scholarship. In 1998 she was the teacher chosen to represent Montana at Liftoff '98 and participate in the Advanced Space Science course at Johnson Space Center, Houston, Texas. She has received the Aerospace Education Excellence Award in 1997, 1998 and 2001.

Charity Fechter – Charity is a native Montanan, and has been a pilot for 22 years. Her Bachelors degree in Earth Sciences from MSU Bozeman was followed by a masters degree in Geography from Oregon State. After leaving school, she worked as a zoning administrator in Fairbanks, Alaska before taking a planning position with the Alaska Department of Transportation & Public Facilities. Flying to the bush communities of Interior Alaska, she developed a strong interest in aviation and an appreciation for its place in the transportation system. A move to Albuquerque meant losing the time- and money-absorbing hobby of building a house, so she started taking flying lessons at the airport down the road. Shortly after earning their licenses, Charity and her husband, Craig Shirley, bought a Cessna 172 that has taken them around the western states, Alaska and parts of Canada. Her next move took her to Bakersfield, California, where she was the staff for the Kern County Airport Land Use Commission. Before she could finish her instrument rating, she, her husband and the plane moved to the islands - of southeast Alaska. The rain forest was wet, so it was off to Las Vegas, Nevada, where Charity completed her Masters in Aeronautical Science at Embry-Riddle Aeronautical University and became active in the 99's. The Mojave Desert was dry, but really hot. Charity then

moved to Farmington, New Mexico, the heart of the Four Corners, to start a transportation planning program. Knowing she planned to build a home on her lot at Ennis Big Sky Airport, Charity's sister mentioned during a visit to Bozeman in 2007 that Madison County was looking for a Planning Director. Charity accepted the position and she, her husband and the dogs now reside in Ennis.

Mary Feik, Aviation Pioneer; Col, CAP - After overhauling her first automobile engine when she was 13 years old, Mary turned to aircraft engines and military aircraft by age of 18. She continued her passion by teaching aircraft maintenance to crew chiefs and mechanics for the U.S. Army Air Force in 1942. During WWII, she became an expert on many military aircraft and is credited with becoming the first woman engineer in research and development in the Air Technical Service Command's Engineering Division at Wright Field in Dayton, Ohio. Mrs. Feik flew more than 5,000 hours as a B-29 flight engineer, engineering observer, and pilot in fighter, attack, bomber, cargo, and training aircraft. She designed high-performance and jet fighter pilot transition trainers as well as aircraft maintenance trainers. She has authored pilot training operational manuals for many of the military aircraft and reports in engineering and the physical sciences for distribution throughout the armed forces. Mrs. Feik retired from the National Air and Space Museum Paul E. Garber Restoration Facility as a Restoration Specialist. She continues to restore antique and classic aircraft. Mary has had a life-long dedication to aviation education with the U.S. Air Force, the Civil Air Patrol, and other aviation organizations. She has received numerous awards and recognition for her life-time of accomplishments. She was the first woman to ever receive the Federal Aviation Administration's Charles Taylor Master Mechanic Award in recognition of her many outstanding contributions to aviation safety. Mary lives in Annapolis, Maryland and continues to conduct speaking engagements across the nation.

Daniel P. Fevold – Dan is the Federal Security Director (FSD) at Billings-Logan International Airport in Billings, Montana. Mr. Fevold has served as the Assistant Federal Security Director for Screening for nearly two years. Prior to joining the TSA, Dan worked for the airline industry for approximately 15 years, holding various positions including Regional Manager for Air Wisconsin Airlines in Denver, Colorado, and General Manager in several cities for United Airlines. He also served in various other capacities for United Airlines, such as Security Coordinator for the 2002 Winter Olympics in Salt Lake City, Senior Staff Representative in World Headquarters, and Hearing Officer on a national basis for union grievances. The position of federal security director was created by the Aviation and Transportation Security Act signed by President Bush on November 19, 2001.

Bob Gadsby - Bob has been with Customs and Border Protection, and its predecessor agency U. S. Customs, for more than 21 years. For the last 15 years he has worked out of the Great Falls office, primarily responsible for airports of entry and intelligence programs. Bob has represented his agency at the Montana Aviation Conference for many years and looks forward to meeting with pilots to discuss issues related to international travel and Homeland Security.

Bill Gallea, M.D. - Bill is a private pilot and an emergency physician from Helena. For twenty years he was also a dog musher and long distance racer. He was involved with the Iditarod Trail Sled Dog Race for about ten years as a musher, race volunteer, family support person, and also a journalist. In 1996 he made it to Nome with his own dog team.

Hank Galpin - Hank is a farmer in Kalispell. In 2002 he completed a 10-year restoration of a 1928 Travel Air 6000. This aircraft was operated for 20 years by the legendary Johnson Flying Service of Missoula hauling passengers and cargo to backcountry airstrips and dropping smokejumpers on forest fires. In June of 2008 Hank and Ray Sanders joined the American Barnstormers Tour of 15 vintage aircraft hopping rides in Iowa, Nebraska, Kansas, and Missouri.

Gary Gates - Gary is a Civil Engineer and Airport Planner for FAA's Helena Airports District Office since 1996, and as such, is the primary contact for Planning, Environmental and Compliance related matters for the 9 Air Carrier and 60 + General Aviation Airports receiving Federal funding in the State

of Montana. Prior to this, he was a Civil Engineer involved in airport development projects as a private consultant in the State of Washington and Montana where he earned his private pilot license. Gary has a Bachelor of Science, Civil Engineering, 1990, Montana State University, and is a registered Professional Engineer with the State of Montana.

Tom George – Tom serves as the Alaska Regional Representative of the Aircraft Owners and Pilots Association. He works with government and industry groups to promote general aviation on behalf of AOPA members in Alaska. Mr. George serves on the Governor's Alaska Aviation Advisory Board, the Denali National Park Overflights Council and a number of other advisory groups. He also owns a small business that acquires aerial photography for scientific and industrial applications. Prior to joining AOPA, Mr. George was employed at the University of Alaska Fairbanks for 28 years working in applied science and project management at a research institute. He earned a bachelors degree in science at Oregon State University and a masters degree in geology and land resources management at the University of Alaska Fairbanks. He holds a commercial multi-engine pilot certificate, along with certified flight instructor and instrument ratings, and has flown for business and pleasure for the past thirty years. Flying is a great way to see Alaska! Covering an area a fifth the size of the contiguous US, aviation is the only way to efficiently get around the state. But the same qualities that make Alaska exciting to explore by air create challenges for pilots. This seminar will provide an overview of the most popular routes through Western Canada, describe conditions to watch out for, and "tools" to help you safely navigate the skies of the 49th state.

Michael Glancy - Michael is the Ops/ARFF Supervisor for the Billings Logan Int'l Airport and has been involved in the fire service for 19 years. He is a graduate of MSUB with degrees in Management/Organizational Communication, Human Resources and Fire Science. He is responsible for the day to day activities of the ARFF personnel at the airport which includes all training related to 14 CFR Part 139, NFPA 405, Hazardous Materials Operations Level, EMT-B and Wildland firefighting. He is also responsible for developing and coordinating mutual aid agreements, tabletop and full scale exercises and serves on numerous committees regarding emergency preparedness/response for Yellowstone County.

Pete Hartman – Pete started with the Helena Airport in 1977 as a security/firefighter officer. Joined the Helena police dept in 1980 and retired as a lieutenant in 2000. Spent the next 3 years herding buffalo for the Dept of Livestock in the Yellowstone Park area. Joined the Helena Regional Airport in 2003 as a public safety officer and was promoted to Rocky Mountain Emergency Services Training Center coordinator in 2007.

David Hogan - Dave received his Bachelor's Degree in Meteorology from the University of Utah in 1993. Outside a 3-year stint as fire weather forecaster with the Federal Land Management Agencies, Dave has worked continuously for the National Weather Service since 1992. Since 2005 he has worked at the Air Route Traffic Control Center (ARTCC) in Salt Lake City as Meteorologist in Charge of the Center Weather Service Unit (CWSU). His Weather Service career has included stays in Juneau, Alaska, Yakima and Seattle, Washington, and Salt Lake City, Utah.

Ralph Howe - Ralph first started his adventures with model airplanes in about 1968. He got a Cox Corsair for Christmas. Ralph could never get that to fly, but he had a couple uncles that had flown U-Control larger planes while in the Army. With help from them, his Dad, and another uncle they finally got one to fly. For about 4 years through junior high he flew everyday after school. His start in R/C was in 1981. It only lasted a few years due to a new daughter. In 2003 he got back into it and has enjoyed the camaraderie and flying with the other pilots. Ralph fly's small electric foam planes with 18" wingspans, various nitro powered planes, sailplanes and large 9 foot wingspan gassers. He doesn't really do too much aerobatic flying, his main interest is lots of "Touch and Goes", and the perfection of the only "Mandatory Maneuver", successful landing!

Chuck Jarecki – Chuck has had a commercial pilot's license since 1961, single engine land and sea, plus glider. 5500+ hours, fly Cessna 180 on wheels and Cessna 185 on floats. He is a retired cattle rancher, the founding director Recreational Aviation Foundation, and western director of Montana Pilots Association.

Steve Jones – Steve is the FAA Safety Team (FAASTeam) Program Manager assigned to the Helena Flight Standards District Office. The FAASTeams's mission is to improve upon the nation's aviation accident rate by conveying safety principles and practices through training, outreach, and education. He started his career in aviation after completing the Airframe and Powerplant mechanics course and Avionics course at the Helena Vo-Tech. He served as director of maintenance and maintenance supervisor for several southwest Montana fixed base operators. He was hired as an Aviation Safety Inspector with the FAA in June of 1996.

Patrick Kenney – For many decades, aviators in Montana have heard about an original Pietenpol Aircamper that was built and flown in Roundup during the 1930s and then placed in storage. For 71 years the aircraft remained hidden away until 2006 when David Comstock's 1932 Pietenpol Aircamper was restored through the partnership of EAA Chapter 57 and the Musselshell Valley Historical Museum. This presentation will focus on the aircraft's amazing history along with the 15 month restoration of this unique piece of Montana aviation history.

David Ketchum - David operates his Airside consulting business out of Greenbank Washington State. He is chairman of the Washington State Community Airport Association of which he had a hand in starting some ten years ago. Presently owns and flies an Archer II. He deals with all aspects of the Community airports and their specific issues.

Fred A. Leistiko- Fred is the manager of the Kalispell City Airport in Kalispell, Montana. He took over management of the Airport in July, 2005 and is in the process of developing a new NIPAS airport for the City of Kalispell.

Mr. Leistiko is a retired from the Federal Government as an Army Aviation Support Facility Commander from the State of Ohio. Fred is also retired from the U.S. Army as a senior aviation Commander. He is a Master Aviator with more than 6,000 hours of flight time as an aircraft commander, flight instructor, and test pilot. Mr. Leistiko has a Bachelors Degree in Business and was a Masters Degree candidate for International Business. He is a member of the Montana State Aeronautics Board.

Dave Lepine – Dave was employed at the Rapid City Regional Airport for 26 years. Dave began his career at the Rapid City Regional Airport in 1981 as a maintenance worker that was charged with maintaining the facility and grounds of the airport. In 1987 Dave was promoted to Director of Certification and Maintenance of the Rapid City Regional Airport a position he maintained until joining Kadmas, Lee & Jackson, Inc. in 2007. As Director of Certification and Maintenance one key area that Dave was charged with is the compliance of the Federal Aviation Regulation Part 139. This included a strong working relationship with Federal Aviation Administration Certification inspectors. Dave is very proud of the fact that for 8 consecutive years the Rapid City Regional Airport received no letters of correction and was one of the first airports in the Great Lakes Region to receive the Federal Aviation Excellence in Safety award. Dave coordinated and oversaw many projects while employed at the Rapid City Regional Airport. A few of the major projects were the construction of the 90,000 square foot terminal building, the main air carrier runway reconstruction which included coordination with Ellsworth Air Force Base for use of air carrier operations and the main taxiway reconstruction and alignment. Dave had the distinct privilege of being asked to sit on two panels with the Transportation Research Board conducted under the Airport Cooperative Research Program. These panels explored the topics of "Rubber Removal Techniques to Minimize Damage on Grooved Runways" and "Preventing Vehicle/Aircraft Incidents During Winter Operations." Dave is married to his wife Jo of 28 years and they have an 18 year old daughter Jillian.

Joe Lester - Joe received his Bachelor's degree in Meteorology from the University of North Dakota in 1996. He began his career with the National Weather Service in Boise, ID in 1998. Since then, he has also worked in Marquette, MI, and Billings, MT. Initially in his career, Joe was involved heavily in the fire weather program, having been an Incident Meteorologist in Boise and Marquette. Joe provided weather support at numerous wildfires across the western United States from 1999-2004. Upon moving to Billings in 2005, Joe became involved in the aviation program and is currently the Aviation Focal Point at his current office.

Jeanne MacPherson – Jeanne MacPherson is the Bureau Chief, Safety and Education, with Montana Aeronautics Division. She is the Chief Pilot and a Mountain Flight Instructor. Jeanne is a Young Eagles Flight Leader (EAA) and has flown over 3,585 students. She is the recipient of the EAA "Freedom of Flight Award" in 2003.

Linda Marshall – Linda earned her Private Pilot certificate in 1979 and bought her first Piper Tomahawk. The Instrument rating followed in 1981; she went on to get her Commercial certificate the next year and earned her CFI in 1983. She received an Amelia Earhart Scholarship for Multi-engine training and achieved that goal in 1991. She then earned her CFII in 2003. Besides actively teaching flying, Linda loves to share flying with school children through the Air Bear program, Girl Scouts, Young Eagles and the Expanding Your Horizons program. She frequently introduces home-schooled students to the airport at Bozeman. Linda's enthusiasm for aviation has taken her into the Civil Air Patrol where she served as a mission coordinator and mission pilot. She also served as the Montana Aeronautics District Search Coordinator for search and rescue in three counties. She represents the Ninety-Nines on the Board of the Aviation Organizations of Montana (AOM).

Larry Mayer – Larry is chief photographer for the Billings Gazette, he is also a commercial and instrument rated pilot. His aerial photography has been used in more than 20 books as well as dozens of magazines and newspapers. Clients include National Geographic Traveler, Life, Time, Newsweek and U.S. News. His program for the conference is about photographing airplanes both for personal use and publication. Aviation photo credits include the cover of AOPA Magazine, EAA Sport Aviation and the cover of the 2009 Supercubs.org calendar.

Mike Maynard – Mike is a Senior Project Manager with Wilbur Smith Associates with expertise in airport economics, air cargo and airport master planning. Mike has analyzed the Economic impact for over 1,000 airports in the U.S and has gained a thorough understanding of the economics of airports and the benefits they provide to the national economy. He has also gained a thorough understanding the role airports and aviation has in the new global economy. With more than 15 years of experience in the transportation industry, Mr. Maynard has held positions with DHL Worldwide Express and MarkAir (based in Anchorage, Alaska) prior to joining Wilbur Smith Associates. He has also held positions in state and local governments early in his career. Prior to joining WSA, Mike was a Aircraft Network Planning Analyst at DHL Worldwide Express. His duties at DHL included determining which markets required aircraft or trucks, developing aircraft and truck schedules, and negotiating with air carrier and truck contractors to accommodate DHL's lift requirements. Mr. Maynard's comments and viewpoints have appeared in: Air Cargo World, Traffic World, Airport Business Magazine, Site Selection and other industry publications. In addition, he has given presentations regarding the air cargo industry to The American Association of Airport Executives (AAAE), Airports Council International, World Free Trade Zone Convention and various state and local government agencies. Mike has a Bachelors Degree in Geography from Valparaiso University and a Master of Arts Degree in Geography from Miami University.

Tim McGinnis – Tim has been in aviation for 38 years at the Logan International airport. Tim spent 4 years in the military as a crew chief on the B-52. He attended the Cannon Aviation School. Tim also worked at Lynch Flying Service as a mechanic and the director of maintenance for Big Sky Airlines. He started M.A.C. aircraft engines in 1985 overhauling Lycoming and Continental piston engines. M.A.C. propellers was started in 1992 overhauling McCauley and Hartzell propellers.

Dr. Ben P. Millspaugh - Dr. Millspaugh started out to be a high school chemistry and biology teacher, but decided that he wanted to be an airline pilot four years later. He took the training necessary to become a commercial, instrument, multi-engine pilot and was hired, in 1966, as a Flight Operations Instructor by United Airlines. When the economy slumped in 1969, he was furloughed and took a job in the private sector as a science teacher at Littleton High School, Littleton, Colorado. During this period, he developed an elective program on aerospace education and the course became so popular, Ben elected to continue with it rather than return to UAL when recalled. Over the following years of his career at LHS, he put 1830 students through the aerospace program and actually flew 1215 of them on their first orientation flight. He retired from public education in 1991 and was later hired as a Regional Director of Aerospace Education by the Civil Air Patrol. He helped the CAP develop several new projects and wrote a total of 19 books for their cadet and teacher programs. Ben received several important aerospace education awards including the A. Scott Crossfield Aerospace Teacher of the Year (1989); the Christa McAuliffe Award For Excellence in Science and Mathematics (1989), the Civil Air Patrol Crown Circle Awards (1989) and the Experimental Aircraft Association's Aviation Educator of the Year (1990) In 1991, he was inducted into the Colorado Aviation Hall of Fame.

Clay Ness – Clay was born in Billings 1962. His first experience with model airplanes was a rubber band powered balsa kit in 1973. He got involved with RC Airplanes in 1989 and has been active in RC to this day. His current passion is Flying Giant Scale 3D Airplanes.

Ron Normandeau – Ron has held a Private pilot license since 1962, he holds a single engine land rating and owns a 1947 Aeronca Chief that is currently in reconstruction. Ron is a retired Cartographer and is the MT state liaison for the Recreational Aviation Foundation.

Tina Pomeroy – Tina lives in White Sulphur Springs MT. She received her Private Pilot's license in 1983, and now holds Commercial licenses in the US and Canada, along with an instrument rating and float certification. Tina has done many Expanding Your Horizons and Flying Companion Seminars throughout Montana, and also the Air Bear program put on by the Ninety Nines in several schools. She is a member of Civil Air Patrol (CAP), Women In Aviation International (WAI) and presents the CAP on the AOM Board. She and her husband spend their summers in northern Saskatchewan, where flying on floats is a #1 priority and the best of both worlds.

Kent W. Potter – Kent is co-owner and Director Of Operations of Northern Skies Aviation, Inc. based in Laurel. He started flying 1972, at the age of 17. He is old now, with more hours than common sense. His mother wanted him to be a Doctor or Lawyer, but Kent became a pilot instead. Kent has flown for several airlines that are now out of business. He has also flown corporate and most other GA types of flying. Kent started Northern Skies in 1994, with a Super Cub and a dream. He started flying helicopters and training in their 141 FAA approved flight school in 1998. He currently has been designated by the FAA as a Designated Pilot Examiner for airplanes and helicopters. Northern Skies offers FAA approved courses for helicopter add on ratings for helicopters and for the fixed wing pilot. Flight training in the industries safest helicopters. Hughes/Schweizer helicopter, with over 2 million flight hours before the first mechanical fatality.

Dan Prill – Dan is a member of the Montana Pilots Association (MPA) and is the Vice President of the Board of Directors of the Recreational Aviation Foundation. Dan has been a Board member of the Recreational Aviation Foundation since its inception. He is also past President of the Great Falls Hangar of the MPA. Dan became involved with the Recreational Airstrip Committee of the MPA in December of 2002 when he hosted a lunchtime Barbecue at his hangar near Sand Coulee, MT. Nineteen people attended the barbecue. John McKenna, Jr. and Chuck Jarecki attended the Barbecue and gave a presentation on the pending Missouri Breaks Airfields. Dan has been involved with backcountry aviation ever since and works closely with the Recreational Airstrip Committee of the MPA. Dan was instrumental in working with the US Forest Service in getting the new Russian

Flat Airfield written into the Lewis and Clark National Forest, Jefferson Division, Travel Plan. Dan and his wife Margy live near Sand Coulee, MT where they have their own hangar and airstrip at his house. He flies a Cessna 185, a Piper Super Cub, and is building a Van's RV-7 airplane.

Ringling 5 – Ringling 5 got together in the early 80's singing at local gatherings or whenever someone got a good new used pickup. Then one time they got paid and thought this must be better than raising cattle. They got more and more guys and figured they'd better get another musician to cover up the notes so they got Obie. They don't count much but the group is somewhere between 5 and 7. None of them are from Ringling, but they like the town. Some of their folks (that they're willing to admit to) came from Ringling country. And, there used to be a circus there. They've always liked Ringling because one time they sang there and no one kicked them out. The fact there's more of them than there are folks in Ringling had nothing to do with it. The first paying gig they got was for the Bozeman Twins Club (folks that are twins) and got paid \$70 so they went out to eat dinner to celebrate. Unfortunately, they hadn't counted it up very well and they had to chip in extra cash to cover the dinner. That was back in the days when the truck was still pretty new. Then after that, they sang once for Good Sam's in Livingston and before you knew it they were going to the Canadian 4th of July celebrations. Turns out Canadians don't get into the 4th of July very much. But if you just sing a lot louder you can make up for that.

Ray Sanders – Ray is retired after farming in the Kalispell area for 45 years. He and his wife Darlene still reside on the farm. Ray started flying more than 30 years ago and at that time he began his hobby of building and restoring airplanes. Ray is an A & P mechanic with an IA and is District 2 Search & Rescue Coordinator for Montana Aeronautics. In June of 2008 Ray and Hank Galpin joined the American Barnstormers Tour of 15 vintage aircraft hopping rides in Iowa, Nebraska, Kansas, and Missouri.

Rogers V. Shaw II, M.S. Education, M.S. Aeronautical Science – Rogers is currently the Team Leader, Airman Education Programs, Aerospace Medical Education Division, Civil Aerospace Medical Institute, FAA, Oklahoma City, Oklahoma. The Airman Education Programs area supports the National Aviation Safety Prevention Programs, and teaches Aviation Physiology, Human Factors and Survival courses. Mr. Shaw earned a BS degree from the University of Oklahoma, MS degree in Education from Portland State University, and a Masters in Aeronautical Science from Embry-Riddle Aeronautical University. He's a retired U.S. Air Force pilot with over 3,000 hours in the C-7 Caribou, B-52 bomber, and rescue helicopters.

Sterling Starr – Sterling graduated from Ohio State with a Masters degree in aeronautical engineering. He worked for General Dynamics for almost forty years, first as an engineer on various aircraft and spacecraft, then as VP Planning, then as VP Marketing for the Ft Worth Division selling F-16s around the world, then as General Manager of the Pomona Division building missiles for the Navy. Along the way, he started flying sailplanes as a hobby, served as Director and then President of the Soaring Society of America, (now Honorary Vice Chair), set a National soaring record, competed in 15 National soaring contests, and since retirement to Montana have set 26 Montana State records. He also fly's a '72 Comanche, with an instrument rating.

Paul Thigpen – Paul is from Billings, MT. Graduate of Billings Central in 1997. Paul flew Shorts 360's and Metro's for Corporate Air in Hawaii and Puerto Rico for one year before moving on to Express Jet, a regional carrier for Continental Airlines, where he flew the EMB 145 for the next 3 years. He left Express Jet to fly a Gulfstream 4 for a corporate company based in Geneva. Paul currently is employed as the Assistant Director of Flight Operations/Chief Pilot for Rocky Mountain College.

Carl Thuesen – Carl's first exposure to model airplanes was building and flying balsa catapult launched gliders of their own design with his Dad in early grade school. At the age of 10, he received a Cox plastic control line model for Christmas and again his Dad helped him get the hang of it. They

flew control line models together for several years, then moved into R/C when he was 14. Carl and his dad continued flying R/C, moving up through several equipment advancements, and with an emphasis on aerobatics, until he graduated from college and left home. Thirty years later, as Carl's own sons grew; his interest in the hobby was rekindled. Currently he enjoys flying sport aerobatics, primarily with electric power, and sailplanes.

Bram Tilroe - Bram is retired. However Aviation is still in his blood, he is the Chairman of Aviation Alberta, which represents most facets of Aviation in Alberta. He spent most of his career as an Air Traffic Controller (Approach) for 34 years and 5 years as the Tower Chief at both Edmonton Airports. He has served as an executive of the Canadian Air Traffic Control Association, Alberta Aviation Council and the Canadian Civil Air Search and Rescue Association. He served as a reserve officer in the Air force. He loves to fly and share his flying experiences by organizing air tours especially throughout Northern Canada and Alaska, which many Montana pilot have participated in. He hold a Glider licenset with over 600 flight and is a IFR rated pilot with over 3500 hours. He owns a Piper Dakota and is a member of AOPA, COPA, MPA and MAAA.

Mike Vivion – Mike flew and worked as a wildlife biologist and pilot in several regions of Alaska over the course of thirty years. In 2005, he retired and went to work—this time coordinating the Aviation program at the University of Minnesota in Crookston. Having spent most of his flying career working airplanes in backcountry type operations, floats, skis and off airport wheel plane operations are his favorite types of flying. Mike resides with his wife Gina and three slightly spoiled hunting dogs in Crookston, MN.

John Warner - In 1974 John began four years of active duty in the U.S. Coast Guard (two years on Guam) and remained in the reserves for a number of years. He then enrolled at the University of Washington where he earned a degree in Business Management. In 1982, he joined the FAA as an Air Traffic Controller at Seattle Air Route Traffic Control Center (ARTCC). After three years as an Air Traffic Controller, he entered the management team where he held several positions including the acting assistant air traffic manager for his last year there. John then moved to the Northwest Mountain Region and was Branch Manager for Airspace, Procedures, and Requirements. In June of 2006 the FAA formed the Service Center concept where he became the Group Manager for Planning and Requirements. Currently, he's on a 90 day detail as the Acting Deputy Regional Administrator for Northwest Mountain Region. By the way, John was born in Great Falls, Montana!

Chris Wiens - Chris is from Glasgow, MT. He graduated from the University of North Dakota with a degree in Commercial Aviation. After moving to Billings he started working as a Flight Instructor for Rocky Mountain College. He was instructor for Rocky Mountain College for 2 years before moving to SkyWest Airlines as a pilot in the CRJ200, 700, 900. Chris currently is the Director of Flight Operations for Rocky Mountain College

Clayton Wilhelm – Clayton attended the A&P school at the Helena Vo-tech in 1961. He joined the Montana National Guard in 1963 where he worked as a helicopter mechanic for 28 years. Upon his retirement from the guard he went to work for the Montana Aeronautics Division as their mechanic for 6 years. It took Clayton 11 years to fly his first homebuilt aircraft an RV-4; on August 10, 1998. He then flew his second homebuilt an RV-6A on October 21, 2003. Clayton has been a technical counselor since 2001 and has offered his expertise on a number of homebuilt aircraft.

Russell Winterstein - Mr. Winterstein is a Program Management, Associate Manager for Lockheed Martin Flight Services. He is currently the Lead Supervisor at the Prescott, Arizona Flight Service Hub facility. Mr. Winterstein has 19 years experience in Flight Service. He joined Lockheed Martin in October 2005 after 16 years with the FAA. His duty stations have included Marysville, CA; Rancho Murieta, CA; and Prescott, AZ. He has served the flying public through pilot education as an instructor in the Operation Takeoff Program and continues to serve with Lockheed Martin in this area.

Tom Wrobel – Born and raised in Great Falls, Tom started his aviation career washing airplanes at the airport in the early 50's, he entered the Navy and completed Aviation Machinist's Mates School in Memphis, TN and Aircrew and Survival training in San Diego, CA. For the next 22 years Tom flew as an aircrewmen in nine different Naval Aircraft, including over 5000 hours as a Flight Engineer on WV-2 (EC121) Super Constellations. In December 1976 as CAG-14 Maintenance Chief he completed his fifth deployment to SE Asia, with 9650 hours of flight time. Tom had sat through 112 carrier landings. He retired as a Master Chief Aircraft Maintenceman (AFCM). Tom holds a Bachelors degree in Applied Science, an AA in Aerospace Technology and an AA in Aviation Maintenance Management. Tom is currently works for L-3 Vertex as Chief of Quality Control for Customs Border Protection Airwing in Great Falls. He is the President of EAA Chapter 1141, member of AOM, is a Private Pilot, A&P IA and an EAA Tech Counselor.